

CE-certified recreational craft

Guide for surveyors, operators and yacht brokers on survey and certification of
CE-certified recreational craft for commercial service in New Zealand



CE-certified recreational craft: guide for survey and certification

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1. Purpose of this guideline

This guideline is for surveyors, operators and yacht brokers who wish to bring vessels certified under the European Recreational Craft Directives ('CE-certified vessels') into commercial service in New Zealand.

Under the European system, CE-certification sets the minimum safety and environmental requirements for recreational craft from 2.5 metres in length up to 24 metres in length.

Before any vessel is permitted to operate commercially in New Zealand, it must meet all applicable NZ maritime and marine protection rules or hold the appropriate exemptions. This includes any vessel built overseas.

This guideline addresses the situation in which an operator wishes to bring a CE-certified vessel into commercial service in New Zealand.

This guideline:

- explains the European certification system; and
- explains the design approval and construction survey process required for a CE-certified vessel so that a Certificate of Survey can be issued.

1.1 Application

In scope

This guideline is intended for vessels that hold CE-certification and are 24 metres or less in length.

Maritime rules that are addressed in this guideline

CE-certification can be used as evidence to help to demonstrate compliance with some of the design, construction and equipment requirements in:

- Part 40A Passenger ships
- Part 40E Sailing ships.

It should be noted that CE-certification does not address all of the design, construction and equipment requirements in Parts 40A, and 40E. This is explained in detail under sub-section 3.2 'Construction assessment – IC and initial survey'. To comply with these requirements it may be necessary to carry out remedial work, purchase additional equipment, replace equipment, or (depending on the circumstances) apply for an exemption.

Irrespective of the year a vessel was built, CE-certified craft coming into the New Zealand system are post-27 May 2004 (Part 40A) or post-10 April 2010 (Part 40E) ships for the purpose of complying with the New Zealand Maritime Rules.

Other maritime and marine protection rules

CE-certification can only be used as evidence to support compliance with design, construction and equipment requirements in Parts 40A and 40E.

All other applicable maritime and marine protection rules must be assessed separately.

Types of vessel this guideline does not apply to

This guideline does not apply where the vessel is intended for one or more of the following uses:

- commercial passenger transport (for example from one port/destination to another on a regular basis)
- fishing charters where multiple groups or individuals are likely to be present
- commercial non-passenger use.

1.2 Recommended scope of operation

Under the European Recreational Craft Directives (RCD) system, a CE-certified vessel is intended for private recreational use.

Maritime NZ recommends that operators who wish to bring a CE-certified vessel into commercial service in New Zealand should limit their operations to:

- recreational-type activities – for example bare boat charter and or excursions - where a single group would occupy the vessel
- inshore limits and moderate wave heights and wind speeds.

Disclaimer

These guidelines provide information and explanations about the requirements set out in the Maritime Rules, but are not a substitute for the rules themselves, which are the law. These guidelines refer to provisions in the Maritime Rules Part 40 Series and section 47 of the Maritime Transport Act. The Director of Maritime New Zealand will grant an exemption only when satisfied that all requirements have been met.

In this guideline, any references to 'we' or Maritime New Zealand relating to a decision about the issue of an exemption are references to the Director or a person acting under the Director's delegated authority.

2. The European system – ‘CE-certified vessels’

This section explains the main components of the European Recreational Craft Directives (RCD) system.

Introduction

The European Parliament has issued Directives that apply to vessels sold (‘placed on the market’) within the European Economic Area. The Directives set safety and environmental requirements for recreational craft with hull lengths between 2.5m and 24m.

Directive 2013/53/EU ‘Recreational Craft and Personal Watercraft’ applies to vessels built on or after 18 January 2016. Directive 94/25/EC ‘Recreational Craft’ (as amended by Directive 2003/44/EC) applies to vessels built before 18 January 2016.

The following features of the system are described below:

- design categories
- essential requirements
- harmonised standards
- conformity assessment modules
- evidence of conformity

2.1 Design category and operating limits

The CE system has four design categories based on wind force (Beaufort scale) and significant wave height ($H \frac{1}{3}$ m).

The design category is listed on the Declaration of Conformity.

Design Category ¹	Wind force (Beaufort scale)	Significant wave height ($H \frac{1}{3}$ m)
A	Exceeding 8 (> 40 knots)	Exceeding 4 metres
B	Up to and including 8 (40 knots)	Up to and including 4 metres
C	Up to and including 6 (22 - 27 knots)	Up to and including 2 metres
D	Up to and including 4 (11 - 15 knots)	Up to and including 0.3 metres

¹ Earlier descriptors were Ocean, Offshore, Inshore, Sheltered waters.

2.2 Essential requirements

To be CE-certified a vessel must meet the essential safety and environmental requirements set out in Annex I of the Recreational Craft Directive.

These requirements address the following matters:

- structure
- stability and freeboard
- buoyancy and flotation
- openings in hull, deck and superstructure
- flooding
- maximum recommended load
- liferaft stowage
- escape
- anchoring, mooring and towing
- handling characteristics
- installation requirements:
 - engines and engine spaces
 - fuel systems
 - electrical system
 - steering system
 - gas system
 - fire protection
 - navigation lights
 - discharge prevention and installations facilitating delivery ashore of waste.

General requirements

The Directive also sets a number of general requirements. These include:

- protection from falling overboard and means of re-boarding
- visibility from the main steering position
- an owner's manual giving basic information about the operation of the craft and its equipment
- a permanent builder's plate fixed to the hull
- details of the manufacture (covering code, country, unique serial number, year and model).

2.3 Harmonised standards

Under the European system the builder must document whether or not they have used 'harmonised' standards² to meet the 'essential requirements' of the Directives.

Builders are not required to follow harmonised standards when building vessels to the Recreational Craft Directive. However, a 'presumption of conformity' applies when the builder follows harmonised standards. This means that the use of harmonised standards provides a straightforward way to demonstrate compliance with the relevant essential requirement.

² A harmonised standard is a standard that has been formally adopted by the European Union as a standard that applies to the European Recreational Craft Directive.

2.4 Conformity assessment modules

Under the European system, compliance with the Recreational Craft Directive (RCD) can be assessed in nine different ways, known as modules³. These are described in the Table below.

Independent testing bodies called ‘notified bodies’⁴ perform the verification tasks in assessment modules A1, B, D, E, F, G, and H. The role performed by the notified body (and the degree of assurance provided) varies considerably across the different modules.

The builder of the vessel must warrant that it meets the Essential Requirements of the Directive, and must identify which assessment procedures have been followed. They must also document whether or not they have used ‘harmonised’ standards to fulfil the essential requirements of the Directives. An example of this documentation has been provided in Annex 1.

Conformity assessment modules

Module A Internal production control	Builder takes full responsibility for declaring that the requirements of the Directive are satisfied, without any third-party intervention.
Module A1	Internal production control as in module A plus tests (stability and buoyancy) agreed with a notified body.
Module B EC-type examination	The builder provides a representative type and technical documentation to a notified body that carries out examinations and tests to verify that the craft complies with the essential requirements. The notified body issues an EC-type certificate. This module applies only to the design phase and must be followed up by the builder providing a module providing for assessment in production – either module C or D or E or F.
Module C Conformity to type	Builder declares conformity to type as approved under module B. A notified body is not involved.
Module D Production quality assurance	Builder declares conformity to type as approved under module B. Notified body assesses and approves the builder’s quality system to ensure production, inspection and testing by builder meets the type described in module B (derives from quality assurance standard EN ISO 9002).
Module E Product quality assurance	Notified body responsible for approving and controlling the builder’s quality system for final product inspection and testing against type described in module B (derives from quality assurance standard EN ISO 9003).
Module F Product verification	Notified body issues certificate of conformity to type (as described in module B) in the production phase.
Module G Unit verification	Notified body issues certificate of conformity covering design and production.
Module H Full quality assurance	Notified body approves and controls the builder’s quality system for design, production, and final product inspection and testing (derives from quality assurance standard EN ISO 9001).

³ European Parliament Decision No 768/2008/EC Annex II – Conformity Assessment Procedures.

⁴ Notified bodies are appointed by EU member States under the Directives and notified to the Commission.

2.5 Evidence of conformity with CE requirements

A range of conformity documents should be available for a CE-certified vessel.

1.	<p>a. Certificate issued by a notified body (See example in Annex 1)</p> <p>b. Notified bodies survey report</p>	<ul style="list-style-type: none"> • Certificates of conformity (for modules F and G). • EC-type examination certificate where the vessels design is covered by module B and, if applicable, construction covered by module D (or E or F). <p>These may be available from the manufacturer when the vessels design is covered by module D (or E or F).</p>
2.	<p>a. Manufacturer's declaration of conformity (See example in Annex 1)</p> <p>b. Manufacturer's Quality Control documents</p>	<p>This identifies harmonised standards, where applied and/ or other standards applied in lieu – including, in some cases, evidence of application of class rules.</p> <p>These may be available from the manufacturer.</p>
3.	<p>General arrangement and systems arrangement drawings</p>	<p>These should be available in the owner's manual.</p> <p>Alternately, they may need to be requested directly from the manufacturer.</p>
4.	<p>Stability booklet</p>	<p>For Part 40E vessels this may include a reefing schedule and Maximum Advised Mean Apparent Windspeed (MAMAW).</p>
5.	<p>Owner's manual</p>	<p>This provides basic information about the operation of the vessel and its equipment.</p>

3. Bringing a CE-certified vessel into commercial service in New Zealand

This section explains the steps required to bring a CE-certified vessel into commercial service in New Zealand.

To operate commercially in New Zealand a vessel must hold a current Maritime Transport Operator Certificate under Maritime Rules Part 19, which includes the requirement for a Certificate of Survey (CoS) stating that the vessel meets all applicable maritime and marine protection rules.

A CE vessel that is repurposed for commercial service in New Zealand must meet all applicable maritime and marine protection rules or hold exemptions to those rules under the Maritime Transport Act (MTA).

Powered recreational vessels and sailing vessels are the CE vessels most likely to be converted into commercial service in New Zealand. To operate commercially these vessels will need to comply with the design, construction and equipment rules in Part 40A (for powered vessels) or Part 40E (for sailing vessels).

To comply with Part 40A or Part 40E and obtain a CoS a powered vessel or a sailing vessel requires:

- **Design approval – ‘DA’ (40A.7 or 40E.5)** A surveyor recognised to carry out design approval checks the design of the vessel prior to construction to ensure that it complies with the Maritime Rules.
- **In-construction and initial survey – ‘IC’ (40A.9 or 40E.7)** A surveyor recognised to carry out in-construction survey checks the vessel during construction⁵ to ensure that it complies with the approved design and meets the applicable maritime and marine protection rules.

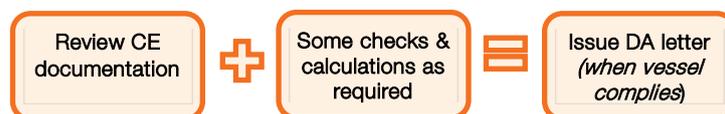
For a new vessel, the design approval (DA) is performed before the vessel is built, and the in-construction (IC) survey is performed while the vessel is under construction. When a vessel has already been constructed and is subsequently imported, it is not possible to undertake DA or conduct an IC in this way.

In order to satisfy the rule requirements, the design approver and IC surveyors will have to consider the physical vessel, as well as review the vessels documentation included in the importation. This explains why the quality of documentation that comes with a CE-certified vessel is critically important.

⁵ A sailing vessel may have a structural survey post construction under rule 40E.7(d)(ii).

3.1 Design approval

To enter commercial service in New Zealand a vessel must have a design approval letter issued by a surveyor recognised for design approval. The DA will consist of a review of the CE documentation plus first-principles design review. The degree to which the DA accepts the CE-certification will depend on the quality of the documentation provided.

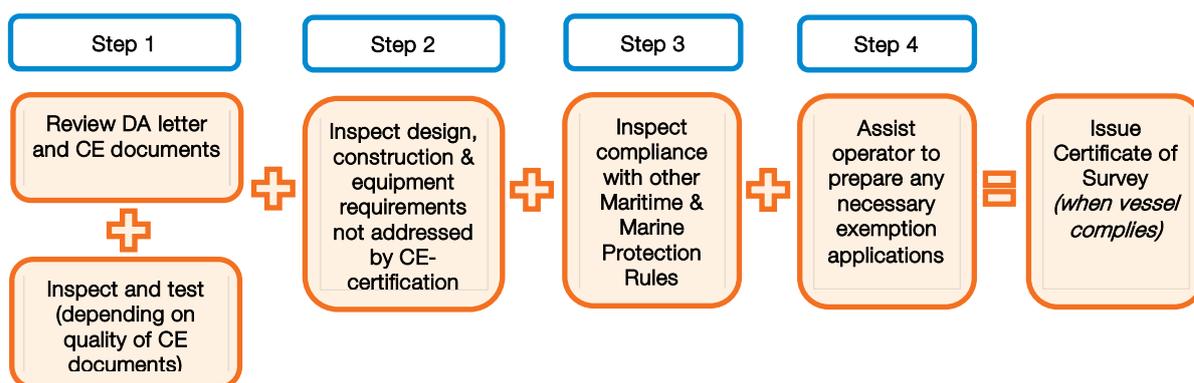


The table below provides guidance on the main elements of the design review.

<p>Structure</p> <p>Certificate issued by a notified body</p>	<p>For partial fulfilment of the requirements for design approval a DA may accept:</p> <ul style="list-style-type: none"> • conformance assessment modules G and H • an EC-type examination certificate (module B) issued by a notified body and verifying that the technical design meets the requirements of the RCD. <p>The certificate should be accompanied by the notified body's evaluation report.</p>
<p>Structure</p> <p>Manufacturer's Declaration of Conformity</p>	<p>A DA may accept a manufacturer's Declaration of Conformity that confirms the application of relevant harmonised standards, such as ISO 12215-5.</p> <p>Alternatively, a surveyor may accept a design approval letter from the notified body, or a letter from an IACS class society confirming conformance with its design rules.</p> <p>A DA may not accept CE-certification as verification of structural integrity where a manufacturer:</p> <ul style="list-style-type: none"> • lists 'in house methods' as the primary means of conformity • self-declares conformity to the RCD requirements without notified body involvement (module A) • does not disclose the methods. <p>In such cases, the vessel will require a standard design approval in accordance with the requirements of the applicable rules.</p>
<p>Structure</p> <p>Sailing vessels</p>	<p>A DA may accept without further design review:</p> <ul style="list-style-type: none"> • rudder design complying with ISO 12215-8 • keel design complying with ISO 12215-9 • a declaration from the designer that the rig and its connections are fit for purpose and in sound condition. <p>Note: Where any of the above cannot be obtained from the manufacturer, a design approver must make a 'first principles' calculation of the rigging, keel and/or rudder (where unavailable).</p>

Subdivision	<p>For passenger vessels, the requirements of Part 40A.12(1) to 40A.12(6) must be met, or an exemption applied for.</p> <p>For sailing vessels 40E.8 and 40E.9 must be met where applicable.</p>
Stability	<p>A DA may accept without conducting a design review stability complying with ISO 12217 provided that they inspect the stability book and verify that it references and reflects the correct sections of ISO 12217, such as section 7.12 buoyancy when inverted, freeboard and freeing.</p> <p>A statement of compliance on the Declaration of Conformity is not sufficient to substantiate this requirement.</p> <p>Where no stability book is available the vessel must meet the requirements of Part 40A, Appendix 1 / Part 40E Appendix 1.</p>
Freeboard	<p>For passenger vessels, freeboard must be assessed in accordance with rule 40A.15 (drawing on details of any available ISO 12217 calculation demonstrating the craft meets that standard), and the assignment made and recorded in a design approval letter or IC survey report.</p> <p>Sailing vessels should be assessed in accordance with 40E.11 where applicable.</p>
Watertight and weathertight integrity	<p>Passenger vessels must meet the requirements of 40A.23, 40A.24 and 40A.26.</p> <p>Sailing vessels must meet the requirements of 40E.18, 40E.19, 40E.20, 40E.21 and 40E.23.</p>

3.2 Construction assessment – IC and initial survey



IC surveyors will need to follow a four step process before they can issue a Certificate of Survey for a CE-certified vessel.

1. Review the CE documents and the DA approval letter and inspect elements addressed by the CE-certification.
2. Inspect and approve the construction and equipment elements of the vessel not covered by CE-certification - Passenger Accommodation, Systems and Equipment.
3. Inspect and approve the vessel for compliance with other applicable maritime and marine protection rules.
4. Assist the operator to prepare an exemption application⁶ to address NZ rules which are not met, but an equivalent level of safety is provided.

These steps are outlined in more depth on pages 15 through to page 19.

The need for exemptions

As part of their surveyor recognition an IC surveyor is required to assess whether a ship complies with applicable NZ maritime and marine protection rules before they issue a Certificate of Survey.

Although a recognised IC surveyor may review the CE documentation and conclude that the vessel complies with the Maritime Rules, they are not empowered to accept alternative means of complying with the rules. Under the Maritime Transport Act this option is only available to the Director of Maritime NZ through the use of exemptions under section 47 of the MTA.

The IC surveyor must use their expertise to identify which rules the vessel does not comply with, and how the vessel may satisfy the requirements of the rules in an alternative manner. Surveyors can then assist the operator to prepare an application for an exemption. The surveyor will also assist if there are other aspects of the vessel that require an exemption.

Maritime NZ can only grant an exemption if the application meets specific criteria. Further information is available on the Maritime NZ website. www.maritimenz.govt.nz/exemptions

⁶ The assistance of the Surveyor (Design Approval) may be helpful.

Evidence to strengthen exemption applications

An applicant cannot assume that a vessel meets the standard for commercial use in New Zealand solely on the basis that it has been certified under the RCD. The method used to assess the vessel must be taken into account.

The degree of assurance provided by the different assessment modules varies considerably. They range from full third party quality assurance (Module H) to self-certification without any external verification (Module A). The modules do not provide an equal level of assurance.

Modules that provide sound evidence in support of an exemption application

The involvement by a notified body provides assurance that the assessment has been carried out by a third party that is competent and independent. Maritime NZ will give the strongest weighting to an exemption application where the notified body has been involved in the whole process – for example modules H and G. Alternately, Maritime NZ will be looking for combinations of modules that demonstrate that a notified body has been involved in both design and production – combinations of module B plus D or E or F.

• Module H Full quality assurance		Notified body approves and controls the builder's quality system for design, production, and final product inspection and testing	
• Module G Unit verification		Notified body issues certificate of conformity covering design and production.	
• Module B EC-type examination certificates <i>(Design phase)</i>	Plus	Module D (production quality assurance) or Module E (product quality assurance) or Module F (production verification)	} <i>(Production phase)</i>

Modules that provide weak evidence in support of an exemption application

Maritime NZ is unlikely to give much weighting to an exemption application where a notified body has not been involved in the whole process or has only been partially involved. Without independent third party involvement, the CE-certification process can amount to little more than self-declaration by the builder. While this may be sufficient for recreational use, Maritime NZ will generally consider self-declaration insufficient where the vessel is to be used for commercial service in New Zealand.

• Module A	The builder declares conformity. However, no independent or notified body is involved.
• Module B in combination with Module C	Under Module C the builder declares production conforms to type as approved under Module B. However, this is not independently verified.
• Declarations of conformity based on post-construction assessment	This option is available when the builder has not completed the conformity assessment, and the person selling the vessel commissions a notified body to do it.

After-the-event assessment is inherently challenging. This approach would only be considered good evidence for exemption purposes if both non-destructive and destructive testing has been carried out by the notified body and fully reported.

Documents that may support an exemption application

- **Construction drawings:** Where a notified body has not verified construction⁷, invasive testing is likely to be required to verify that the requirements of the New Zealand Maritime Rules are met. The availability of construction drawings may reduce the need for non-destructive and destructive testing. Some European manufacturers are not prepared to release their construction drawings. This is a good reason to establish the type of documentation available before making a commitment to purchase a vessel.
- **Construction survey report(s).**
- **Reports from the notified body:** Evaluation report as required by Annex II, Module B, section 5 of Decision No. 768/2008/EC; Stability and buoyancy evaluation report; Construction evaluation report.
- **'Technical documentation' from the manufacturer:** As per the RCDs (Article 25 and Annex IX of the 2013 Directive; Annex XIII of the 1994 Directive).

The use of harmonised standards

Evidence of the use of European harmonised standards carries weight because it provides transparency and assurance that the manufacturer has applied a current and broadly recognised technical solution.

A European harmonised standard that is largely consistent with current New Zealand Maritime Rule requirements or that aligns with ISO standards incorporated by reference in the Rules may set requirements that are equivalent to or exceed the requirements of the actual Rule. Evidence of compliance with European harmonised standards can be used to support an exemption application on the basis that the rules have been met in an alternative manner.

Where a European harmonised standard does not exist or where the standard is significantly different to the New Zealand maritime rule requirement, the operator and their surveyor should assess the vessel by referring to the relevant maritime or marine protection rules.

The use of rules from a classification society that is a member of IACS⁸ can also carry weight. European builders occasionally use these rules as alternatives to ISO-based standards.

⁷ Modules D or E or F verify construction. Modules G and H verify design and construction.

⁸ International Association of Classification Societies.

Step 1: Review the DA approval letter and CE documents and inspect elements addressed by the CE-certification

This section describes how the different CE assessment modules relate to the requirement in the NZ Maritime Rules for a construction survey.

CE assessments modules H, G, B+D, B+E, B+F

Where these assessment modules have been used, an exemption application can be prepared on the basis that the requirements for construction survey of the hull and structure required by the NZ rules has been met by the notified body in an alternative manner⁹.

A copy of the notified body's evaluation report (module B) or certificate of conformity (modules F and G) should be provided to support the exemption application.

CE assessments modules B + C

Where assessment modules B+C have been used, the requirements for construction survey under the NZ rules have not been independently met.

The vessel must be surveyed during construction at the manufacturer's facility by a person recognised by Maritime NZ for that task, or the vessel must be thoroughly inspected by an IC surveyor on arrival in New Zealand.

In order to satisfy the requirements of the rules, inspections conducted after construction (in New Zealand) must include testing (non-destructive and destructive) of the vessel's structure to verify materials, laminates and thickness. This must include inspection of construction details such as hull to deck joins, connection of bulkheads and of structural liner to hull shell, mounts and connections of rigging, machinery and hardware – it should be noted that these are all areas of potential structural failure in production vessels.

CE assessments modules A or A1

Where assessment modules A or module A1 have been used, the requirements for construction survey under the NZ rules have not been met.

The full requirements for construction survey in Part 40A / Part 40E apply.

The vessel must be surveyed during construction at the manufacturer's facility by a person recognised by Maritime NZ for that task, or the vessel must be thoroughly inspected by an IC surveyor on arrival in New Zealand.

The inspection must include destructive testing of the vessel's structure to verify materials, laminates and thickness. The design approver must specify the shell and structure samples to be taken and supervise the testing of those specimens.

Inspection should also include further non-destructive testing of the vessel's structure to verify thickness is consistent throughout each structural element.

The inspection must include careful inspection of construction details such as hull to deck joins, connection of bulkheads and of structural liner to hull shell, mounts and connections of rigging, machinery and hardware.

⁹ The Surveyor should consider whether the vessel has been modified after the CE documentation has been issued.

Step 2: Assess design, construction and equipment maritime rules that that are not addressed by CE-certification

This section addresses design, construction and equipment requirements in the Maritime Rules that are not addressed by CE-Certification.

To achieve compliance where requirements cannot be verified or have not been met, it may be necessary to carry out remedial work, purchase additional equipment or replace equipment.

Depending on the circumstances, the operator (with their surveyor) may be able to apply for an exemption. An application would need to set out the reasons why the particular aspect of the vessel in its current state meets one or more of the grounds in section 47 of the Maritime Transport Act.

Passenger accommodation and passenger numbers

Passenger accommodation	<p>The IC surveyor should assess and verify these rule requirements on the vessel.</p> <p>Rules 40A.17 to rule 40A.22 and rule 40A.25 (passenger vessels) and rules 40E.13 to 40E.17 and rule 40E.22 (sailing vessels) should be verified on board the vessel by a surveyor recognised for Initial Construction (IC) survey.</p> <p>The IC surveyor may omit assessment of rule 40A.16 (passenger vessels) or 40E.12 (sailing vessels) which address how to determine the maximum number of passengers, if the number proposed does not exceed the number permitted on the builder's plate and the surveyor is satisfied that all other passenger requirements are met.</p>
Changes to passenger numbers	<p>The IC surveyor may permit an increase in passenger numbers beyond the number permitted on the builder's plate, provided:</p> <ul style="list-style-type: none">• the increase is equivalent to the mass of passengers plus stores listed on the plate• the scantling draught of the vessel is not exceeded• the maximum righting moment of the vessel is not exceeded• passenger accommodation requirements, including means of egress and escape, are met.

Systems

Bilge pumping	<p>The requirements of rules 40A.27 to 40A.30 (passenger vessels) or 40E.24 to 40E.27 (sailing vessels) must be met.</p> <p>To meet the requirements, it may be necessary to install additional or larger pumps, change the type of hose or add hose clips.</p>
Structural fire protection	<p>For passenger vessels the requirements of rules 40A.49, 40A.50 and 40A.52 to 40A.54 as applicable must be met.</p> <p>For sailing vessels the requirements of rules 40E.46 to 40E.49 as applicable must be met.</p> <p>The sealing of engine compartments in CE vessels may be insufficient to meet maritime rule requirements for stopping the spread of smoke and flames and retaining the fire extinguishing medium.</p> <p>The IC surveyor must ensure penetrations are sealed. To comply with fire protection rules it may be necessary to install partitions.</p> <p>Existing insulation materials can be accepted if there are material certificates for the fire protection material and a drawing, or the manufacturer provides a letter stating the materials used. Additional materials or equipment must be installed wherever necessary to meet the requirements.</p>
Fuel tanks and systems	<p>Fuel lines, fittings and arrangement must meet the requirements of rule 40A.34 (passenger vessels) or 40E.31 (sailing vessels).</p> <p>Fuel tanks may be accepted based on a CE plate affixed to the tanks or a certificate, provided that the test pressure is greater than 20kPa for diesel tanks and 30kPa for petrol tanks.</p>
Propulsive machinery	<p>Propeller shaft and strut size must be calculated by a recognised design approver. Dimensions for this calculation may be taken directly from the vessel or from manufacturer's drawings if available. The permissible wear limit should be advised by the approver and recorded in a design approval letter or IC survey report.</p> <p>The IC surveyor must conduct sea trials to verify effective propulsion and steering.</p>
Steering	<p>Rudder construction complying with ISO 12215-8 and steering systems complying with ISO 8847 or ISO 10592 may be accepted without design review.</p> <p>The systems installation and condition must be inspected by the IC surveyor.</p> <p>Wear on rudder stocks in service will require calculation by a recognised design approver unless a limit is explicitly stated in the owner's manual.</p>

Electrical and gas systems	<p>An electrical inspection must be carried out by a suitably qualified person in accordance with AS/NZS 3004.2:2014, Appendix C Verification check list. The results of the inspection must be recorded on the Maritime NZ Electrical Survey Template and the AS/NZS 3004.2 Appendix C verification check lists C10 and C11.</p> <p>Persons qualified to carry out inspection include:</p> <ul style="list-style-type: none"> • Specialist electrical surveyor recognised by Maritime NZ or • Registered electrical inspector holding a current practising licence and with relevant marine experience or • Registered electrician holding a current practising licence and with relevant marine experience. <p>NOTE: An electrical ‘warrant of fitness’ alone is not sufficient to verify compliance to Parts 40A or 40E. This must not be accepted as substantiation of compliance.</p> <p>The gas system must be certified by suitably registered and licensed persons to verify compliance with AS NZS 5301.2.</p>
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Equipment

Fire appliances	The requirements of Part 40A appendix 3.3 / Part 40E Appendix 3 must be met.
Lifesaving appliances	The requirements of Part 40A appendix 4.3 / Part 40E appendix 4 must be met.
Radio communications	<p>For passenger vessels the requirements of Part 40A, appendix 5.1 must be met unless the requirements of rule 40A.57(2) or (6) can be applied.</p> <p>For sailing vessels the requirements of Part 40E Appendix 5 must be met.</p>
Anchors and cables	<p>For passenger vessels the requirements of Part 40A, Appendix 7, Table 2B, 2C, 3B and 4 apply. A windlass is required in accordance with rule 40A.61(1).</p> <p>For sailing vessels the requirements of rule 40E.54 and Part 40E Appendix 6 apply. A windlass is required in accordance with rule 40E.57.</p> <p>Where vessels have high holding power or super high holding power anchors, the application for an exemption should address these anchors.</p>

Step 3: Assess other maritime and marine protection rules

CE-certification can only be used as evidence to support compliance with requirements in Parts 40A, and 40E.

The IC surveyor must directly assess all other applicable maritime and marine protection rules.

Step 4: Assist operator to prepare exemption applications

The operator may apply for an exemption where:

- CE-Certification has been used to determine compliance with design, equipment and construction rules, and/or
- the requirements of the relevant maritime and marine protection rules have not been met.

The exemption application should be endorsed by the IC surveyor if they determine that the vessel is 'fit for its intended purpose'.

A Certificate of Survey may be issued once the IC surveyor determines that the ship and the ship's equipment:

- are fit for their intended purpose, and
- meet all applicable maritime and marine protection rules or hold the relevant exemption(s).

3.3 CE-certified vessels without base and supporting European documents

A CE-certified vessel that lacks conformity documentation must follow the conventional path for design approval and survey. This involves:

- measuring, and conducting destructive testing of the shell and structure to determine materials and laminates, followed by preparing construction and fit-out drawings for the vessel
- assessing the vessel for design approval against the full requirements of Parts 40A or 40E as applicable
- an IC surveyor inspecting the vessel to assess construction, arrangement and systems in order to make a finding that the vessel is 'fit for purpose' and complies with 'all applicable maritime and marine protection rules'.

3.4 Assigning operating limits

Maritime NZ recommends that surveyors should apply a conservative approach to assigning limits by restricting operations to:

- inshore limits, and
- a significant wave height of 2 metres and a maximum true wind speed 25 knots (which equates to the European Design Category C).

If the vessel is certified for Design Category D, then Maritime NZ would expect surveyors to restrict operations to the limits that apply for that category – i.e. a wave height of 0.3 metres and a maximum wind speed of 13 knots.

4. Recommendations for boat brokers and prospective owners

Operators and yacht brokers who wish to bring a CE-certified vessel into commercial service in New Zealand should:

- Obtain European conformity documentation before confirming an order or making the decision to purchase.
- Seek advice from a recognised surveyor (design approver) about the quality of the conformity documentation and the extent to which they will support the provision of a Certificate of Survey.

If these steps are followed before the vessel arrives in New Zealand, and the documents are in order, it is possible to have the vessel surveyed and an application for an exemption prepared with minimal delay.

The most straightforward path to partial fulfilment of vessel design and construction requirements is to select craft where:

- Assessment modules B+D, or B+E, or B+F or G or H have been used to assess conformity.
- The manufacturer has followed harmonised standards or class rules as the technical solutions to meeting the essential requirements of the European Directives.

Ensuring that a vessel has good quality conformity documentation should also minimise, and potentially eliminate, the need for invasive testing and the need to provide a full drawing set.

If the CE-certification modules do not include the design module B (or combined design and construction modules G and H), the manufacturer should be asked to make full construction drawings available so that design approval can be carried out in New Zealand. Full construction drawings include:

- deck plan
- sail plan
- general arrangement
- outboard profile
- inboard profile
- section drawings
- lines drawing hull laminate drawings
- deck laminate drawing including reinforcing at deck hardware
- bulkhead construction drawing
- other internal structure such as webs, ring frames or stringers
- mast step construction (Part 40E vessel)
- keel construction and attachment (Part 40E vessel)
- keel floor construction (Part 40E vessel)
- rig construction (Part 40E vessel)
- rudder construction drawing showing the size and material of the tangs and the blade construction
- fuel tank construction – unless it has a CE placard affixed.

5. References

European Parliament. Directive 2013/53/EU. Recreational Craft and Personal Watercraft.	Available at: www.eur-lex.europa.eu
European Parliament. Communication 2016/C 332/04. References of Harmonised Standards.	Available at: www.eur-lex.europa.eu
European Parliament. Decision No 768/2008/EC Annex II – Conformity Assessment Procedures.	Available at: www.eur-lex.europa.eu
Australian Maritime Safety Authority. Instructions to surveyors. DCV-ITS-016. Imported CE leisure craft.	Available at: www.amsa.gov.au
RCD 2013/53/53/EU Guidelines – June 2018 Guidance on how to meet the Recreational Craft Directive. Includes lists of harmonised standards.	Available at: www.europeanboatingindustry.eu
European Boating Industry. Guide to the New Recreational Craft Directive 2013/53/EU	Available at: www.europeanboatingindustry.eu
Maritime Rules (available at: www.maritimenz.govt.nz/rules) Part 40A – Design, Construction and Equipment – Passenger Ships which are not SOLAS Ships Part 40E – Design, Construction and Equipment – Sailing Ships	
Standards ISO 12215-5:2008 Small craft - Hull construction and scantlings - Part 5: Design pressures for monohulls, design stresses, scantlings determination ISO 12215-7:2018 Small Craft - Hull Construction and scantlings - Part 7: scantlings determination of multihulls ISO 12215-8:2009 Small craft - Hull construction and scantlings - Part 8: Rudders ISO 12215-9:2012 Small craft - Hull construction and scantlings - Part 9: Sailing craft appendages ISO 11592-1:2016 Small craft - Determination of maximum propulsion power rating using manoeuvring speed - Part 1: Craft with a length of hull less than 8 m ISO 11592-2:2018 Small craft - Determination of maximum propulsion power rating using manoeuvring speed - Part 2: Craft with a length of hull between 8 m and 24 m NOTE: When reference is made to a national or international standard or a regulatory document the latest published version is to be used unless a specific version is referred to.	

Annex 1. CE documentation

Version in English language approved by RCD ADGO on 8th June 2016

EU Declaration of Conformity of Recreational Craft with the Design, Construction and Noise Emission requirements of Directive 2013/53/EU (To be completed by manufacturer or if mandated, authorised representative)

This document is under the sole responsibility of the manufacturer. The certificate key/data was compiled and made available by the International Maritime Organisation Maritime Certification Institute at www.imo.org

Name of recreational craft manufacturer: _____
 Address: _____
 Town: _____ Post Code: _____ Country: _____

Name of authorised representative (if applicable): _____
 Address: _____
 Town: _____ Post Code: _____ Country: _____

Module used for design and construction assessment: A A1 B+C B+D B+E B+F G H
 Name of Notified Body for design and construction assessment (if applicable): _____
 Address: _____
 Town: _____ Post Code: _____ Country: _____ ID Number: _____
 Notified Body certificate¹ number (if applicable): _____ Date: ____/____/____

Module used for noise emission assessment (if applicable): A A1 G H
 Name of Notified Body for noise emission assessment (if applicable): _____
 Address: _____
 Town: _____ Post Code: _____ Country: _____ ID Number: _____
 Notified Body certificate¹ number (if applicable): _____ Date: ____/____/____

Other Community Directives applied: _____

DESCRIPTION OF RECREATIONAL CRAFT:

Watercraft Identification Number: _____ - _____

Brand name of the Recreational Craft: _____ Model or Type: _____

Type of construction: Rigid Inflatable Rigid-Inflatable (RIB)

Type of hull: Monohull Multihull

Hull construction material: Aluminium, aluminium alloys Moulded Fibre Reinforced Plastic
 Steel, steel alloys Wood
 Other (specify): _____

Recreational Craft Design category(-ies) related to the maximum recommended number of persons:

Category	Number of Persons	Max Load (kg)
A		
B		
C		
D		

Length of hull L₀: _____ m
 Beam of hull B₀: _____ m
 Maximum Draught T: _____ m

Deck: Fully enclosed
 Partially protected
 Open

Craft main propulsion: Sail, projected sail area A_r: _____ m²
 Human propulsion
 Engine/motor propulsion
 Other (specify): _____

Installed engine type (if applicable): Internal combustion, Diesel (CI)
 Internal combustion, Petrol (SI)
 Internal combustion, LPG/CNG
 Electric
 Other (specify): _____

Installed propulsion type (if applicable): Outboard
 Inboard with shaft line
 Z or Stern-drive
 Pod-drive
 Sail-drive
 Other (specify): _____

Integral exhaust propulsion (if applicable): Yes No

Maximum Recommended engine power: _____ kW
 Installed engine power: _____ kW
 Number of propulsion engines: _____ #
 Maximum recommended engine mass²: _____ kg

This declaration of conformity is issued under the sole responsibility of the manufacturer. I declare on behalf of the manufacturer that the recreational craft mentioned above fulfils the requirements specified in Article 4 (1) and Annex I of Directive 2013/53/EU.

Name and function: _____ Signature and title: _____
 (identification of the person empowered to sign on behalf of the manufacturer or his authorised representative) (or an equivalent marking)

Date and place of issue (dd/mm/yyyy): ____/____/____ _____

¹ The document may have a different name according to each module (A1: Stability and buoyancy report, B: EC type examination certificate, G: Certificate of conformity, etc.)

² For outboard powered boats only

The empty template was compiled and made available by the International Maritime Certification in the State of New Jersey. This document is under the sole responsibility of the manufacturer.

Essential requirements (reference to relevant articles in Annex IA & IC of the Directive)	Harmonised standards					Specify the harmonised ⁴ standards or other reference documents used (with year of publication like "EN ISO 8666:2002")
	Full Application	Harmonised standards Partial application, see tech. file	Other reference documents ³ Full Application	Other reference documents Partial Application, see tech. file	Other proof of conformity See technical file	
Tick only one box per line						All lines right of ticked boxes must be filled in
General requirements (2)						
Principal data – main dimensions	<input checked="" type="checkbox"/>					
Watercraft Identification Number – WIN (2.1)	<input checked="" type="checkbox"/>					
Watercraft Builder's Plate (2.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Protection from falling overboard and means of reboarding (2.3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Visibility from the main steering position (2.4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Owner's manual (2.5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Integrity and structural requirements (3)						
Structure (3.1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Stability and freeboard (3.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Buoyancy and flotation (3.3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Openings in hull, deck and superstructure (3.4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Flooding (3.5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Manufacturer's maximum recommended load (3.6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Liferaft stowage (3.7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Escape (3.8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Anchoring, mooring and towing (3.9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Handling characteristics (4)						
Engines and engine spaces (5.1)						
Inboard engine (5.1.1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ventilation (5.1.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Exposed parts (5.1.3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Outboard engine starting (5.1.4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Fuel system (5.2)						
General – fuel system (5.2.1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Fuel tanks (5.2.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Electrical systems (5.3)						
Steering systems (5.4)						
General – steering system (5.4.1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Emergency arrangements (5.4.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Gas systems (5.5)						
Fire protection (5.6)						
General – fire protection (5.6.1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Fire-fighting equipment (5.6.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Navigation lights, shapes and sound signals (5.7)						
Discharge prevention (5.8)						
Annex I.B – Exhaust Emissions ⁵						
Annex I.C – Noise Emissions ⁴						
Noise emissions level (I.C.1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Owner's manual (I.C.2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

³ Such as non-harmonized standards, rules, regulations, guidelines, etc.

⁴ Standards published in EU Official Journal

⁵ See Declaration of Conformity of engine manufacturer

⁶ Only to be completed for boats with inboard engines or sterndrive engines without integral exhaust

ATTESTATION D'EXAMEN « CE DE TYPE » - n° B SPB 15084 VM

selon la Directive Européenne 94/25/CE du 16 juin 1994
 amendée par la Directive Européenne 2003/44/CE du 16 juin 2003
 ATTESTATION OF « EC TYPE » EXAMINATION, according to European Directive 94/25/EC of 16 June
 1994 as amended by European Directive 2003/44/EC of 16 June 2003

DEMANDEUR / REPRESENTANT : **SPBI**
Requested by : **Parc d'activité de l'Eraudière BP 45**
85 170 DOMPIERRE sur YON France

CONSTRUCTEUR : **SPBI**
Builder : **Parc d'activité de l'Eraudière BP 45**
85 170 DOMPIERRE sur YON France

NOM DU PRODUIT : **BENETEAU OCEANIS 41.1**
Product name :

DESCRIPTION : **Voilier Monocoque de croisière**
Description : **Cruising monohull sailboat**

LONGUEUR DE COQUE (ISO) : **11,97 m**
Hull length (ISO) :

CATEGORIE DE CONCEPTION : **A**
Design category :

Catégorie de Conception : <i>Design Category :</i>	A	B	C	D
Personnes (Persons) :	8	9	12	12

NOMBRE DE PERSONNES MAXIMUM RECOMMANDEE :
Recommended maximum crew number :

CHARGE MAXIMALE RECOMMANDEE :
Recommended maximum load capacity :

Catégorie de Conception : <i>Design Category :</i>	A	B	C	D
Kg :	3 390	3 390	3 610	3 610

MOTORISATIONS CONCERNEES : **Moteur(s) IN-BORD (outboard engine)**
Engines installations concerned : **1 x YANMAR 4JH45CR : 1 x 33,1 kW (45 ch/hp) (ISO 8665)**

MODULE DE CERTIFICATION : **B – Examen « CE de type »**
Certification module : **B – « EC type » Examination**

MARQUAGE « CE » : **La Marque "CE" est placée sur la plaque constructeur.**
« CE » marking : **The CE mark is on the builder's plate**

PROCEDURE DE CERTIFICATION : **Cette certification atteste que le produit remplit les exigences essentielles de la Directive 94/25 CE telle qu'amendée par la Directive 2003/44 CE et qu'il est conforme aux normes mandatées listées dans l'annexe de référence Ar B SPB 15084 VM.**
Certification procedure : **This certification is to assess that the product meets the essential requirements of Directive 94/25/EC as amended by Directive 2003/44 EC, and complies with mandated standards as listed in annex of references.**

RESULTATS : **Le produit décrit ci-dessus correspond aux exigences de l'annexe 1 de la Directive Européenne 94/25 CE du 16 Juin 1994 telle qu'amendée par la Directive 2003/44 CE du 16 juin 2003.**
Results : **Product described above fulfills requirements of Annex 1 of European Directive 94/25/EC of 16 June 1994 as amended by Directive 2003/44/EC of 16 June 2003.**

INSTITUT
 POUR LA CERTIFICATION
 ET LA NORMALISATION
 DANS LE NAUTISME

INSTITUTE FOR CERTIFICATION AND NORMALISATION IN NAUTICAL FIELD
 40, avenue du Lazaret
 17 000 LA ROCHELLE - FRANCE
 TÉLÉPHONE : 00 33 (0)5 46 28 32 24
 e.mail : contact@icnn.fr
 ORGANISME NOTIFIÉ n°0607
 DIRECTIVE 94/25/CE - DIRECTIVE 2003/44/CE
 SIRET 399 843 051 00034 - APE 9411Z
 TVA FR 05 399 843 051



La Rochelle, le 23 février 2016
 Le directeur de l'organisme certificateur :
 Notified Body Director :
 Alexandre COCHERIL

